

Amendments to the Claims:

1. (Currently amended) A fuel-conditioning skid for an engine, the fuel-conditioning skid comprising:
  - | an inlet connectable to a source to receive a flow of gaseous fuel containing undesirable compounds;
  - an outlet connectable to the engine to deliver a flow of fuel that is substantially free of undesirable compounds;
  - an inlet cleaner in fluid communication with the inlet and operable to remove a portion of the undesirable compounds;
  - a compressor in fluid communication with the inlet cleaner, the compressor receiving the flow of fuel at a first pressure and discharging the flow of fuel at a second pressure, the second pressure being greater than the first pressure; and
  - a purifier in fluid communication with the inlet cleaner to receive the flow of fuel, the purifier operable to chill out the flow of fuel to condense out and remove substantially all of at least a portion of the remaining undesirable compounds from the flow of fuel.
2. (Original) The fuel-conditioning skid of claim 1, wherein the inlet cleaner includes an inlet filter and a liquid separator.
3. (Original) The fuel-conditioning skid of claim 1, wherein the compressor includes a variable speed drive.
4. (Original) The fuel-conditioning skid of claim 1, wherein a flow of oil passes through the compressor and the compressor includes a fuel/oil separator.
5. (Currently amended) The fuel-conditioning skid of claim ~~[[1]]~~ 4, wherein the compressor includes a temperature-controlled valve that selectively diverts a portion of the oil to an oil cooler to maintain the oil temperature above a predetermined level.

6. (Original) The fuel-conditioning skid of claim 1, wherein the purifier includes a multi-stage chiller, each stage of the chiller operable to cool the flow of fuel below the temperature of the previous stage, each stage including a condensate drain positioned to drain a portion of the undesirable compounds from the flow of fuel.

7. (Original) The fuel-conditioning skid of claim 6, wherein the purifier includes an aftercooler receiving the flow of fuel from the compressor, the aftercooler operable to cool the flow of fuel;

a first stage heat exchanger receiving the flow of fuel from the aftercooler and further cooling the flow; and

a second stage heat exchanger receiving the flow of fuel from the first stage heat exchanger and further cooling the flow.

8. (Original) The fuel-conditioning skid of claim 7, wherein the purifier includes a carbon absorber tank that receives the flow of fuel from the second stage heat exchanger and a final filter that receives the flow of fuel from the carbon absorber tank and delivers the flow of fuel to the outlet.

9. (Original) The fuel-conditioning skid of claim 7, wherein the first stage heat exchanger includes a gas-to-gas heat exchanger, and wherein the flow of fuel exiting the second stage heat exchanger cools the flow of fuel within the first stage heat exchanger.

10. (Original) The fuel-conditioning skid of claim 7, wherein the second stage heat exchanger includes a plurality of refrigerant-to-gas heat exchangers, each heat exchanger individually selectable such that only one heat exchanger receives the flow of fuel from the first stage heat exchanger during steady-state operation.

11. (Original) The fuel-conditioning skid of claim 1, further comprising a bypass flow loop that selectively diverts a portion of the fuel from the purifier to the compressor to maintain the flow through the compressor above a predetermined level.

12. (Original) The fuel-conditioning skid of claim 1, further comprising a purge system operable to remove fuel and undesirable compounds from the compressor.

Claims 13 – 34 (Canceled)

35. (New) A fuel-conditioning skid for an engine, the fuel-conditioning skid comprising:  
an inlet connectable to a source to receive a flow of gaseous fuel containing undesirable compounds;

an outlet connectable to the engine to deliver a flow of fuel that is substantially free of undesirable compounds;

an inlet cleaner in fluid communication with the inlet and operable to remove a portion of the undesirable compounds;

a compressor in fluid communication with the inlet cleaner, the compressor receiving the flow of fuel at a first pressure and discharging the flow of fuel at a second pressure, the second pressure being greater than the first pressure;

a purifier in fluid communication with the inlet cleaner to receive the flow of fuel, the purifier operable to chill the flow of fuel to condense out and remove at least a portion of the remaining undesirable compounds from the flow of fuel; and

a heat exchanger to warm the flow of chilled fuel.